

IN 306 USE PREVIOUS
ELK R. MSTE 2201Z 31 DEC 64
25X1A

CLASSIFIED MESSAGE

SECRET

MFB. 264

ROUTING

1	9
2	10
3	11
4	12
5	13
6	14
7	15
8	16

PRIORITY

IN 65200

DIRECTOR

OM :

TION:

25X1A
25X1A

TOR: 2234Z 31 DEC 64

191

05A 1-20

25X1A PRIORITY [] INFO [] CITE [] 25X1A

OXCART [] FLTEST OPS

NO NIGHT ACTION

POSTED
m. p.

1. ARTICLE 129 MADE GO 81 ON 31 DECEMBER 1964. [] TAKE OFF AT 0930 FOR 2 HOURS AND 8 MINUTES. MISSION: HIGH MACH CRUISE PERFORMANCE. GROSS WEIGHT 107,000 LBS, C.G. 21 PERCENT, TAKE OFF DISTANCE 6,400 FT, TAKE OFF SPEED 200 KNOTS, TEMP 33 DEGREES, 10 KT TAIL WIND. MAXIMUM ALTITUDE 81,000 FT, MACH SPEED 3.1 MACH. TIME OVER 2.0 MACH 1 HOUR 10 MIN, TIME OVER 2.6 MACH 55 MIN, TIME OVER 2.8 MACH 50 MINUTES, TIME OVER 3.0 MACH 45 MINUTES.

2. THE LEFT ENGINE STALLED ABOVE 760 DEGREES, WAS TRIMMED BELOW 755. RIGHT TRIMMED 800. CLIMBED TO MEET TANKER. WITH 40,000 LBS ON BOARD TANKER TOBOGGANED, ARTICLE FELL OFF TANKER REPEATEDLY. THROTTLE CONTROL VERY POOR THESE ENGINES. COULD STAY ON TANKER ONLY WITH DIFFICULTY. CLIMBED 450 KEAS TO 2.5 MACH DECREASED KEAS TO REACH 400 KEAS AT 3.05 MACH. 43,000 LBS ON BOARD AT START OF CRUISE. ADDED POWER TO MAKE 180 TURN AT 3.05 MACH 400 KEAS. FUEL FLOWS WERE HIGHER AFTER TURN THAN BEFORE TURN.

USAF review(s) completed.

SECRET

GROUP 1
EXCLUDED FROM AUTOMATIC
DOWNGRADING
AND DECLASSIFICATION

45,000
already at
m. p.
on board

45,000
turn
at 1/12 sec

25X1A

SECRET

[REDACTED] IN 65200)

PAGE TWO

3. BAD LATERAL DIRECTIONAL OSCILLATION AT 3.05 MACH DECREASED AT 3.0 MACH, INCREASED SPEED TO 3.05 MACH WITH OCCASIONAL OSCILLATIONS. ALTITUDE VERY SENSITIVE TO POWER LEVER POSITION. OVER BASE 60,000 FEET ALTITUDE 2.07 MACH WITH 22,000 POUNDS FUEL.

4. DESCENDING NOTED LEFT FUEL FLOW HIGH LEFT NOZZLE OPEN, LEFT EGT LOW. FUEL STREAMING LEFT NACELLE. LANDED, SHUT ENGINE DOWN. CHUTE O.K.

5. COMMENTS:

A. INS GOOD INDICATED 2 MILES POSITION ERROR, 7 KNOT SPEED ERROR AFTER LANDING.

B. ATTITUDE HOLD GOOD. MACH HOLD TO ABRUPT WHEN HEAVY IN TURNS. AUTO-NAV GOOD.

C. COCKPIT TEMPERATURE CONTROL TOO CRITICAL WOULD LIKE AUTO CONTROL IN COCKPIT.

D. CURSORY EXAMINATION INDICATES SAME FUEL LINE BROKEN AS PREVIOUS OCCURANCE. WILL INVESTIGATE FURTHER.

6. FOUND DRAG CHUTE RISERS CHARRED FROM HIGH SPEED KINETIC HEATING OF CHUTE BAG. 10-20 PERCENT BURNED THROUGH. SUSPECT PACKING PROBLEM. FIX ANTICIPATED PRIOR NEXT FLIGHT.

END OF MESSAGE